









last week no fewer than six steamers arrived at Wai-hai-wei, any one of which might have brought the mail—three of these from Chefoo, and three from Shanghai. Last week, too, H.M.S. *Platner* came down to Wai-hai-wei from Chefoo without a mail, the Post Office at that port dispatching the local mails for this place by overland courier, though, as is well known, the commanders of H. M. ships have ever shown their readiness to facilitate the transmission of mail for residents here. Again the *Senda Maru* (7) called here from Chefoo last night, but without a mail; the local mail is still en route by courier at time of writing. Comment seems needless. It would be irrational to call attention to delay in the delivery of mails were that delay due to the absence of steamer communication. Not so, however, when steamers, duly advertised to call here, arrive without mails, or carry out mails, or part of them, through the harbour and on to Chefoo. And as these letters are returned to the Chefoo post-office, it is assumed that they (travel from Shanghai in closed bags addressed to the office here. Suppose there had not been a suitable steamer to carry the mail the history of which is briefly outlined above, surely five days is altogether too liberal an allowance of time in which to cover fifty-four miles of road not to be equalled in China. As to the need for a BRITISH POST OFFICE, your correspondent holds that such should be established without reference to cost in every British possession. The strong should pay for the weak. But if additional reason is sought, then why should we pay a tax of six cents to the Hongkong government on every home letter dispatched from Wai-hai-wei? Or when China enters the Postal Union why should the tax be paid to China? Granted that had we the post office here we might not obtain the penny rate, still we would have the satisfaction of paying the tax into the local exchequer.

As to overland couriers, "Rupert" might examine the files of the *N. C. Daily News* to find how many times, to public knowledge, the Chinese I. P. O. couriers were robbed last winter. It is a pity that in his endeavour to rescue "Truth" the cavalier should have fallen into the well, where we may leave him. It seems unnecessary, yet to avoid misunderstanding, it may be as well to add that no objection has been taken by your correspondent to the management of the office here. Mails are delivered with commendable promptitude, and few opportunities are missed of sending mails away.—*N. C. D. News Cor.*

### PHILIPPINES SHIPPING.

A NEW ORDER THAT AFFECTS FOREIGNERS. WASHINGTON, July 19th. An order was issued by the President to date extending privileges and protection of the American flag to the shipping port of Porto Rico and the Philippines. The order provides:

The vessel must be owned by a citizen of the United States residing in Porto Rico or the Philippines.

Natives of the islands or other former subjects of Spain may be given certificates for their vessels upon their taking the oath of allegiance.

The order further provides that the master and the watch officers of a vessel to which a certificate of protection is issued must also be citizens of the United States or must take the oath of allegiance. It is, however, discretionary with the general commanding the forces of the United States in the islands as to whether these special provisions shall be waived in whole or in part.—*N. C. D. World.*

[This order completely "freezes out" Britishers from participation in the coast trade.] It seems remarkable that there has been no intimation respecting this decree published in the *Hongkong Government Gazette*, although about a week ago a notification, forwarded to the Government by the United States Consul General, was published setting forth under date the 25th August, 1899, that the U.S. War Department decreed on 22nd May that "No merchandise shall be brought under penalty of forfeiture thereof into Cuba, Porto Rico, or the Philippine Islands, from the United States or any Foreign Country, in any vessel measuring less than 30 Tons Gross, in capacity."

### CHINESE EXCLUSION FROM THE PHILIPPINES.

It is alleged that the Chinese exclusion policy is to be followed in Sulu in the Philippines, says the *B. N. Borneo Herald*. When Chinese compete with white labour we can understand, if we do not endorse the idea. But when it comes to a country where no white man can or will perform menial labour and where the native, like the West Indian negro, will only work a couple of days a week because he can thus earn enough for his simple wants, the case is different. There has never been a large immigration of Chinese into Sulu; but a sufficient number have settled there to require the appointment of a Captain China who acted as intermediary between his countrymen and the government. We have no doubt that the American authorities will soon learn that the "headman" system, such as is more or less adopted in all British possessions in the East, will be the only way of exercising rule or protection. From all we can gather the existing idea is that of a temporary protectorate, and if so, our own methods of ruling "Asiaties" may furnish some useful hints. We have had a large number of American troops recently in Sandakan who frankly admit that such is the case. Every possible information has been placed at their disposal and their presence has given much pleasure to all residing in Sandakan. If, as we feel almost sure, the United States occupation reduces the more lawless portion of the archipelago to good order, we shall owe our American friends many thanks.

### BY THE MAIL.

(From Home Papers.)

**Resignation of the Belgian Cabinet.** BRUSSELS, August 31st. At a Cabinet Council held this morning, the Ministers came to a unanimous decision that, in view of yesterday's vote of the Electoral Bill Committee, it was their duty to resign, and at the close of the Council M. van den Peereboom, the Premier, proceeded to the Palace, and conveyed their collective resignation to the King. His Majesty is now conferring with the former Premier, M. de Smet de Nayer.—*Reuter.*

**Six at a Birth.** A recent case of childbirth occurred at Huddersfield, near Bradford, on 24th August, where a widow gave birth to six children, five girls and one boy. They were five months children, and were all stillborn. Dr. M. J. Crookson examined the bodies and sent them to the Anatomical Museum, London. The poor woman was subsequently removed to the union infirmary at Huddersfield.—*Reuter.*

**The Queen Repairs the Treasury's Omission.** Her Majesty has presented to the Trustees of the National Portrait Gallery, as a national possession, a portrait of herself in the robes worn

at her Coronation, painted by Sir George Hayter, and at present in Kensington Palace. It will be remembered that the Treasury recently declined to make any grant to the Gallery for the purchase of a similar portrait of the Queen. Her Majesty's gift is, therefore, the more welcome and timely.

### Mr. Alger's Reply to His Critics.

(WASHINGTON, August 1st.) Mr. Alger, ex-Secretary of War, has published a long statement in reply to the newspaper criticism passed on his administration, and especially to the allegations contained in telegrams published in London. He declares that no army appointments were made through political influence and no money was wrongfully used. Mr. McKinley, he adds, appointed only 1,032 out of 8,785 volunteer officers, and that he selected either men of the regular army or those who had served in the Civil War or on the frontier.—*Reuter.*

### The Yellow Fever Epidemic in the States.

NEW YORK, Aug. 1st. According to official advices received up to eight o'clock last night, thirty-seven cases of yellow fever and seven deaths had occurred at the Soldiers' Home, near Hampton, Virginia. Up to the present, the cases have been confined to the home. The quarantine at Hampton, Newport News, and Old Point Comfort is rigorous. Eight or ten inmates of the home sickened on July 21 and 22. No alarm was felt at the first death, which occurred on the 22nd. The patients were removed to a death. An expert subsequently asked for autopsy, which was held. The result left no doubt of the case being genuine yellow fever.—*Reuter.*

### Reported Acquisition of Islands by the United States.

NEW YORK, July 31st. The *Herald* publishes a telegram from Buenos Ayres, stating that the United States have purchased various islands in the Wellington Archipelago, with the object of establishing coaling-stations there.—*Reuter.*

[There is no archipelago of this name in the "Longman's Gazetteer." There is, however, a Wellington Island, which is the largest of the territory of Magallanes, Chile, and is 100 miles long by 40 miles broad. It is separated from the mainland by Wide Channel, the English Narrows, and Messier Channel.]

### Death of the Canadian Speaker.

A Reuter's message from Ottawa says, the death is announced from Toronto of the Hon. Sir James D. Edgar, Speaker of the Dominion House of Commons. The correspondent of the *Times* adds that Sir James Edgar left Ottawa on account of ill-health. The deceased gentleman possessed considerable literary ability, and had written several historical works as well as a volume of poems.

### Works at Port Arthur.

ST. PETERSBURG, July 29th. The first works now undertaken in the improvement of Port Arthur, for which the Russian Government have assigned a sum of eleven million roubles, will be the construction of two moles, a considerable deepening of the dock, and of the mole and entrance channel. On the completion of these operations, naval stores-houses on a large scale will be erected and furnished with stores and supplies of all kinds. The floating plant will also be increased, the existing dry-dock lengthened, and the construction of a new one will be commenced. The programme also includes the erection of a hospital, a church, houses for the commandant and for the harbour officials, baths, warehouses, barracks, and dwelling-houses for the medical officers.—*Reuter.*

### The Pope's Motor Car.

ROME, July 31st. It has been stated by several papers that the Pope has bought a motor-car to ride about the Vatican grounds. This is untrue. French society has made his Holiness a present of a motor-car. It has been accepted, but the Pope does not use it himself. His Holiness has discontinued his carriage drives, and now only goes about in his carrying chair.—*Central News.*

### Release of Colonel Du Paty De Clam.

The *Figaro*, continuing its Dreyfus disclosures, on August 1st publishes, says Reuter's correspondent, the text of the letter that Captain Dreyfus sent to the President of the Chamber, and which M. Meline suppressed, and also various letters sent to the Minister of War and the President of the Republic during 1897 and 1898. These letters were not only proclaimed his innocence, and asked for a revision of his trial. The *Figaro* also gives Captain Dreyfus's letter to the Governor of French Guiana, demanding the reason of his being placed in irons. But the most interesting piece of news is that of the release of Colonel Du Paty de Clam on 31st July on the ground that there was no case against him.

### Why the Pet Cats Disappeared.

The *Vienna Neue Freie Presse* has been publishing some details respecting the behaviour of the international troops quartered in Crete. An entertaining item is given respecting the French soldiers. It seems that the second batch of French troops, who came to Crete after the departure of the Turks, seized all the cats they could find in Crete. They had a large number of specially pet animals had thus disappeared, a great and indignant outcry on the part of the inhabitants arose. Accordingly the commander, to avoid serious trouble, had to issue a very drastic prohibition of cat-catching, which he embodied in an order of the day. But the practice was checked with difficulty.

### A Fatal Duel in France.

One has so often read of the fatal duel in France, where about the last thing that the combatants think of doing is inflicting a serious wound, that the information of a fatal encounter, contained in the English papers, comes with the added shock of a surprise. The *Telegraph's* Paris correspondent, in his review of the matter, says that the duelists were two non-commissioned officers of the Eighteenth Chasseurs Cheval (light cavalry regiment), quartered at Saint-Germain. The men, named Biancarelli and Klein, had had an animated discussion, in the course of which, they boxed each other's ears. An encounter was arranged. The weapons used were revolvers. At the first attack Klein received a thrust in the neck, which severed his carotid artery. He fell, bleeding profusely, and died two hours later. Klein was twenty-two years of age, and had enlisted at nineteen.

### Further Disturbances at Barcelona.

BARCELONA, August 2nd. Disturbances were caused here yesterday by a demonstration on the part of 400 conscripts. They marched the streets carrying brooms. Their proceedings gave rise to a good deal of hissing from part of the inhabitants; while others raised sedition cries. The police finally

intervened, and charged the mob, with the result that several persons were wounded. Further disorders are feared. The Captain-General of the province yesterday summoned the principal officers of the Barcelona garrison to his palace and gave them instructions how to deal with constant demonstrations and other incidents which, although for the most part unimportant, continually disturb the tranquillity of the population.—*Reuter.*

### Lord Rosebery on Schools of Manhood.

Lord Rosebery took part in the distribution of prizes at Epsom College, and delivered an address in which, after some humorous remarks on the difficulty of speech-making under the unfavourable conditions arising from the heat and the mixed nature of his audience, he urged that the first and primary duty of every school was to turn out men, for it was on our men that we had to depend for the future of the country. The English schools might not have been so successful as those of some other countries in giving an exact education, but they had been the best schools of manhood the world had ever seen. In England we had always paid special worship to the virtue of manhood, and we honoured anybody who displayed it without caring what country he belonged to. Lord Rosebery referred to Marchand, Kessell, and Garibaldi as individuals who had in a special degree exhibited the qualities of manhood, and had on that account been especially honoured in this country, and expressed the hope that the Epsom College boys would, in their varying spheres of life, exhibit the same qualities.

### M. De Blowitz in a Madhouse.

M. de Blowitz, referring to M. de Beau repaire's use of "evidence" against Dreyfus, says that gentleman is a learned jurist, but is afflicted with an *idée fixe*. His case is closed, and has a name among specialists in lunacy. M. de Blowitz proceeds to tell an incident that befell him during a visit to a madhouse. "The director introduced him to a quiet, serious-looking man, keenly interested in the origins of language. This individual greatly impressed him by his attitude and learning. He accompanied him to the door, and," says M. de Blowitz, "I gave him my hand and was about to cross the threshold, when I uttered a cry of indignation. He had just poured over me a big bucket of cold water, drenching me from top to toe. I turned round furiously. He looked at me with a quiet, affectionate air. 'I have just done you,' he said, 'an immense service. Your head is too big for your body. You must be made smaller by a violent longitudinal washing down which takes the superfluous matter from the feet upwards. Your stature will increase by six inches, and you will come back to thank me.'"

### The Revival of Rome.

Ten years have hardly passed since the great building crisis filled the outlying quarters of Rome with hideous, unfinished structures and ruined many a noble Roman family. Since then the growth of prosperity in the Italian capital has caused nearly all the land and buildings which glutted the market during the crisis to be bought up, and now there is hardly a street in the newer quarters of Rome where a new villa or mansion is not being built or completed, or in which existing houses are not being enlarged or beautified. Numbers of the new houses, some of them costing between £40,000 and £60,000, are being built. The president of the *Architectural Post*, being bought by the convents and other religious associations, which find house property to be a good investment for their vast wealth. The Government buildings are also being pushed forward. The monument to Victor Emmanuel is to be finished as soon as possible, while the magnificent Palace of Justice may be expected to rise somewhat less slowly than hitherto.

### Protecting Her Majesty's Uniform.

A case under the Uniforms Act was dealt with at the West Ham police-court the other day. The offence was not a serious one, but the prosecution is worthy of note because it shows that the Act designed to prevent the uniforms of Her Majesty's forces from being put to degrading uses is not a mere dummy. The defendants were two young men from Canning Town. They took part in a demonstration in aid of Sister Katherine's Nurses' Home at Plaistow attired in military tunics, and made gauds of themselves by wearing "big bloody noses."

As the procession passed along, they were, according to the evidence of a constable, the cause of contemptuous laughter—the officer called it "contemptive" until he was corrected. They were described in the programme as the "Woodstock Fusiliers." It seems that they took part in a charity demonstration at Plaistow, and their appearance was so successful that they were asked to participate on the occasion in question.

Eventually the summons was dismissed on payment of costs. This warning, will, perhaps, not be ineffective.

### The Results of the Peace Conference.

PARIS, July 31st. The *Journal* publishes an article by M. Hanotaux on the subject of the Peace Conference. The writer, while recognizing that the problems brought before the Conference offered striking difficulties expresses the opinion that the delegates might have adhered to solemn declarations which on being submitted to public opinion would have acquired great force. The delegates should have done all their work in the full public view. M. Hanotaux continues as follows:—

The attempt to secure an obligatory convention in favour of arbitration has failed, and that which strikes the public. But the appeal to public opinion remains a fact. We have now a course of procedure open to us which it will be difficult to ignore. Neutrals have been recognized as possessing certain rights which will have to be taken into the account. There are certain kinds of projectiles which cannot be used without some embarrassment to those who employ them, and some deplorable doctrines proclaimed abroad behind the scenes did not dare show themselves in the full light of the plenary sitting, thus losing the strength in a peculiar degree. In spite of all, therefore, no real progress has been achieved.—*Reuter.*

### The Alleged Abduction by an American Lady.

Letitia Ann Roberts Perot, alias Letty Pierce, of Albert Hall-mansions, was charged on 29th August at Bow-street on 3rd August before Mr. Lushington, with abduction. The accused, attired in a fashionable white costume, was in attendance at the court with her daughter and a lady friend at an early hour, and listened with interest to the cases preceding her own. Immediately her name was called by the gaoler she took her seat in the dock in a very composed manner. Mr. R. Newton Crane appeared in support of the application for an extradition order. Mr. Walter Stewart represented the accused. Mr. Hodson, of the American Embassy, was present in the court with the officer who had just arrived from America with the papers in the case; and Inspector Brockwell represented the police.

Mr. Crane, in applying for a remand, said he represented the American Embassy, for the prosecution. The papers had only arrived in London a few hours since, and were now on their way to the Foreign Office. They were marked "pressing," and no doubt would arrive at this court without delay. In these circumstances he should ask for an early day to be fixed for the hearing—Monday or Tuesday next would suit.

Mr. Lushington said he could take the case on Tuesday.

Mr. Stewart said Tuesday next was very inconvenient for counsel engaged for the defence; this day week would be more convenient, as that would give the defence an opportunity to obtain and consider the evidence sent over.

Mr. Lushington then fixed Thursday, the 10th, for the hearing, and said he should accept the same bail as before.

Mr. Cavendish, the chief clerk (to prisoner): You must be here this day week with the child. The prisoner bowed and left the dock.

### The Ritual Trials at Lambeth.

In the old quadroom of Lambeth Palace on 31st July the Primate (Dr. Temple) delivered his anxiously-expected judgment in the case brought before his Grace and the Archbishop of York in May last as to the legality of the liturgical use of incense and lights in the Church of England. The court was crowded, and the judgment was listened to with the greatest interest. The Archbishop sat alone and after having opened with prayer, delivered his opinion.

His Grace dealt at some length with the arguments brought before him by counsel on behalf of the appellants (the Revs. E. Rann, of Norwich, and H. Westall, of South Kensington) and the Bishops of London and Norwich, and then reviewed the interpretation placed upon the First Prayer Book of the second year of the reign of King Edward VI. He said there was nothing whatever to show that the use of incense had been made legal at any time since the Reformation. He was—and his Grace of York had concurred—far from saying that incense was entirely an unsuitable accompaniment to the Church of England service or to Divine worship generally, but there was nothing in law to show that it was legal, and therefore he had to pronounce against it. It should be borne in mind that what might be permissible at some time or other was not part of his consideration of the arguments advanced. By the sanction of the Crown, under the advice of the Primate, incense could be legalized for use on special occasions. In ordinary circumstances, however, it was illegal in the Church of England. He said the same grounds decided against the use of lights carried in procession, and, in conclusion, in giving judgment upon the whole, said there was nothing to forbid incense to be used to sweeten a church when ever necessary. He appealed to the whole clergy of the Church of England to accept the judgment as being given in a spirit of conscientiousness and to obey the law of the Church and the decision of their diocesan until the spirit of toleration had risen to a higher level. The Archbishop then pronounced the blessing and the proceedings terminated.

### London and its Water Supply.

The continuation of the drought is beginning to cause anxiety about the Metropolitan water supply. In a report to be submitted to the County Council the Water Committee of that body state that both in May and June of the present year the Thames has fallen far below not only its average flow, but even below the flow of 1898. On the other hand, the quantity of water abstracted by the companies is greater this year than it was last year.

The smallest flow on any one day in June, 1898, was 25,500,000 gallons, while in June, 1899, it was only 15,800,000. The committee are unable to give any similar statistics for the month of July to make any certain forecast as to the future, but they understand that the Thames is still falling, and are advised that a careful study of the rainfall and evaporation in the months of July to October during a long period of years leads to the conclusion that even if a wet summer intervenes the actual total natural flow of the Thames during the next three months will be considerably below 300,000,000 gallons. Out of this amount the companies will probably require rather more than 150,000,000 gallons, and the result will be that the actual flow at Teddington will in no case be more than 150,000,000 gallons, and the drought continues will fall to a very low figure indeed.

With regard to the river Lea, although the committee know the flow over Fildes's Weir in June to have been 25,500,000 gallons a day, they have not sufficient information as to the arrangements between the New River Company and the East London Company to compare the real condition of that river at the present time with that of last year. It appears, however, that in the month of June the river fell short of supplying the needs of the two companies to the extent of at least 9,000,000 gallons a day, and therefore the East London Company is already depending very largely on the water obtained through the Thames companies.

### Doctors in the Service.

The Army and Navy medical departments came in for some severe handling at the meeting of the British Medical Association at Portsmouth. Professor Alexander Ogston, Regius Professor of Surgery in the University of Aberdeen, in the course of an address, said that no observant member of the medical profession could have failed to observe how changed was the estimation in which the medical services in the Army and Navy had come to be regarded in the last few months. The most talented graduates ceased to aspire to enter them, and things had come to such a pass that few even of those with inferior qualifications could, as a rule, be induced to present themselves at the entrance examination; while those medical officers who possessed a few years' experience in the services, however much loyalty might seal their lips, showed themselves disappointed and discouraged with the professional life they had to lead.

While the calls of modern science had been taken to heart in the medical services of foreign armies, they had fallen on unheeding ears among those responsible for the efficiency of our own. The contrast between the medical and other departments made that neglect all the more astounding. This condition of things was one from which there would be one day a rude awakening. In the event of a naval engagement the wounded on board ship would have to be attended to in a small, dark room, provided with none save the rudest appliances, and a few cots, which often were as much exposed to the enemy's fire as any other part of the ship. There was no reason why a sufficiently large and well-lighted space should not be provided for the wounded men, and in this space appliances could be provided for carrying out all the more important operations.

Proceeding to deal with a scheme of reform, Professor Ogston suggested that the British Medical Association should create a section for the discussion of military and naval surgery. Responsibility for the defects of the medical services lay chiefly in the apathy and ignorance of the civil part of the medical profession concerning them. Information as to the condition of the

services should be laid before the War Office and Admiralty, and necessary reforms advocated in all proper ways. Medical provision should be made for three Army Corps. The whole service should also be organized as a body of independent units, capable of acting alone, or being combined or brigaded as required. Medical officers, he suggested, should be granted one year's study leave out of every five, and should be sent as assistant resident and house surgeons to our hospitals and schools of medicine, where they would be cordially welcomed. Professor Ogston strongly favoured hospital ships for future naval fights. What he had said would, he hoped, open the eyes of the British nation to the real state of affairs connected with the medical services.

### How Dreyfus was Convicted.

PARIS, 31st July. The *Figaro* this morning publishes (1) a letter from Captain Freystrater, one of the members of the first court-martial by which Captain Dreyfus was tried, asking to be heard by the Court of Cassation; (2) Captain Freystrater's evidence before the Court of Cassation which was strictly limited by the Court to a single point; (3) the evidence of M. Lepine, who attended the 1894 trial in his capacity of Prefect of Police; and (4) a note regarding Captain Dreyfus, drawn up by the Police Department, which deals with gambling, horses, &c.

Captain Freystrater, in his letter to the President of the Court of Cassation, asks the latter to enable him to satisfy his conscience. He hopes that the President will understand the high considerations of equity, conscience, and professional correctness which determine his step. Captain Freystrater's evidence confirms the statement that Henri first of all affirmed Dreyfus's guilt without invoking any other testimony than his own, and afterwards declared that he had learned from an honourable person, whose name he could not give, that Dreyfus had handed over documents to a foreign country. It was on the latter occasion that, replying to a remark of Major Callet, Henri stated that certain cases an officer's cap should not know what was in the head it covered. "This observation," Captain Freystrater continues, "made a considerable impression upon me, particularly in view of the attitude of Henri, who, turning towards Dreyfus, called him a traitor. I was convinced of Dreyfus's guilt by the statements of the two handwriting experts, who declared positively that Dreyfus had written the *bordereau*. The points of dissimilarity in the writing noted by two other experts having been explained by M. Bertillon, the *bordereau* alone was discussed at the four sittings of the court-martial."

M. Lepine affirms that the proceedings of the 1894 trial, far from being particularly impressive, were characterized by the gloomy grey note of an ordinary case. The attitude of the accused himself was not such as to excite sympathy. Occasionally his face twitched convulsively, but there was no movement, no heart-drawn cry, no emotion which could be communicated to others. What most struck M. Lepine was Henri's exclamation: "There is the traitor, I know it, I swear it"; and M. Bertillon's evidence. It seemed to him that the latter had not been understood. As for Maitre Demange's address to the court in Dreyfus's defence, it was very fine, but it only turned on one point, the object being to show the *bordereau* could not have emanated from an artillery officer, and more particularly Dreyfus. But on this point the minds of the judges had already been made up. M. Lepine says that at one point in M. Bertillon's evidence he saw the muscles of Dreyfus's face contract, but he did not hear the cry, "Wretch, so you saw me write it," of which M. Bertillon had spoken.

M. Lepine reaffirms that on being charged by the Minister of War to make an inquiry in Dreyfus's gambling losses and his relations with women, he ascertained that there had been a confusion of names in the matter of the gambling, and that it could not be proved that Dreyfus had had relations with certain women.—*Reuter.*

### SHIPPING REPORTS.

Captain St. John George, of the steamship *Memphis*, from Sydney, via ports, reports: Left Sydney on the 3rd ulto, called at Townsville, Thursday Island, and left Port Darwin on the 15th, arrived at Manila on the 23rd, and left again on the 30th, and anchored at 7 p.m. on the 1st inst. off Weymouth. Fine weather experienced to Manila, from thence light variable winds, showery and smooth sea to arrival.

### NOTANDA.

CALENDAR.  
Meteorological means based on 29 years' observations to 1898.  
Barometer ..... 29.755  
Thermometer ..... 81.0  
Humidity ..... 83  
Rainfall ..... 13.482

TO-DAY.  
Saturday, 2nd September, 1899.  
Chinese—25th of 7th moon of 25th year of Kwang-si.  
Sun—Rises ..... 5hr. 44min.  
Sets ..... 6hr. 15min.  
High water—Morning ..... 6hr. 40min.  
Afternoon ..... 5hr. 40min.  
Low water—Morning ..... 1hr. 40min.  
Afternoon ..... 1hr. 40min.

ANNIVERSARIES.  
1666—Great Fire of London.  
1809—Treaty signed between Austria and China.  
1857—Mowat a notorious pirate chief sentenced to transportation.  
1870—Surrender of Sedan.  
1877—Kagoshima seized by the Japanese rebel leader Saigo.  
1879—The Vega arrived at Yokohama after discovering the North-West Passage.  
1891—Serious anti-foreign riots at Ichang.  
1893—Death of Sir James Russell, Ex-Chief Justice of Hongkong.  
1896—Rokuyo, Japan, destroyed by earthquake.  
1898—Battle of Omdurman. Kiao-chau opened to traffic.

TO-MORROW.  
Sunday, 3rd September, 1899.  
Chinese—26th of 7th moon of 25th year of Kwang-si.  
Sun—Rises ..... 5hr. 44min.  
Sets ..... 6hr. 15min.  
Moon—in Apogee 9hr. m.  
High water—Morning ..... 7hr. 30min.  
Afternoon ..... 5hr. 50min.  
Low water—Morning ..... 1hr. 40min.  
Afternoon ..... 1hr. 40min.

ANNIVERSARIES.  
1650—Battle of Dunbar.  
1651—Battle of Worcester.  
1658—Oliver Cromwell died.  
1783—Treaty of peace between England and the United States signed.  
1878—Loss of the s.s. *Princess Alice* in the Thames.  
1888—Governor Sir George Bowen left Hongkong for Peking.  
1892—Great fire at Ningpo; 700 houses burnt.  
1894—Hankow Plague Proclamation revoked.  
1897—Destructive fire at Canton; 200 houses destroyed.

AGENDA.  
TO-MORROW.  
CHURCH SERVICES.  
St. John's Cathedral:—Communion, 7 a.m.; Matins, 11 a.m.; Evensong, 5.45 p.m.  
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m.; Benediction, 5 p.m.  
Union Church:—Services, 11 a.m. and 6 p.m.  
German Bethesda Chapel, West Point:—Morning Service, 11 a.m.  
St. Francis Church, Wanchai:—Mass (China), 6 a.m.; (Port), 7.30 a.m.; Benediction, 5 p.m.  
St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.  
St. Anthony's Chapel, West Point:—Mass, 8 a.m.  
Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.  
St. Peter's Seamen's Church:—11 a.m. and 6.30 p.m.

### SHIPPING AND MAIL NEWS.

MAILS DUE.  
American (City of Peking) to-morrow.  
Australian (Taitian) to-morrow.  
American (Gaelic) 4th inst.  
Canadian (Empress of Japan) 13th inst.  
American (Hongkong Maru) 15th inst.  
American (China) 22nd inst.

The steamer *Diamante* left Manila for Hongkong on Thursday the 31st August.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of India* arrived at Amoy, on Thursday at 8 a.m. and left the same day at 6 p.m.

### HONGKONG AND WHAMPOA DOCK RETURNS.

Isle de Cuba ..... at Kowloon Dock.  
Isle de Luzon ..... " "  
Gardie City ..... " "  
Gardie City ..... " "  
H.M.S. Bonaventure ..... " "  
Pelham ..... " "  
D. Juan d'Austria ..... Cosmopolitan  
P. C. C. Kiao ..... " "

### PASSED THE CANAL.

Outward—1st August—*Marie, Valerie, Serpentine, Flinthatch, Babelsberg*. 4th August—*Glovesetter, City Indus, Siberia, Valetta, Tamba Maru*. 8th August—*Glenfarg, Falkland, Calcutta, St. Irene*. 11th August—*Candia, Laos, Savola*. 18th August—*Kawachi Maru, Tottoland*.  
Homeward—18th August—*Sarnia, Afridi, Voragine*.

### Shipping.

#### Arrivals.

MENMUIR, British steamer, 1,980, S. J. George, 1st Sept.—Sydney 3rd Aug., via Townsville, Thursday Island and Port Darwin 15th, and Manila 30th, General—Gibb, Livingston & Co.  
LOVAL, German steamer, 1,237, Lorenzen, 1st Sept.—Hongkong 30th Aug. Coal—Sander, Wieler & Co.  
VALETTA, British steamer, 2,948, C. F. Preston, 2nd Sept.—London 29th July, and Singapore 28th Aug.; Mails and General—F. & O. S. N. Co.  
HANOT, French steamer, 705, Panmer, 2nd Sept.—Haiphong and Hoihow 1st Sept., General—A. R. Marry.  
CHUYEN, Chinese steamer, 1,211, W. M. Jamieson, 2nd Sept.—Canton 1st Sept., General—C. M. S. N. Co.  
CLARA, German steamer, 675, A. Hansen, 2nd Sept.—Haiphong and Hoihow 1st Sept., General—F. & O. S. N. Co.  
LOONEN, British steamer, 1,246, Weigall, 2nd Sept.—Swatow 1st Sept., Ballast—Jardine, Matheson & Co.

#### Clearances at the Harbour Office.

Uranus, American str., for Amoy.  
Loyal, German str., for Canton



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIKE MARU	BOMBAY, VIA SINGAPORE and COLOMBO	Thursday, 5th September, at Noon.
WARASA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PESANG, COLOMBO & PORT SAID	Thursday, 7th September, at Noon.

For further information as to Freight, Passage, Sailings &amp;c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 28th August, 1899.

NAVIGAZIONE GENERALE ITALIANA  
(Florio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LECORNO AND GENOA.  
(DIRECT WITHOUT TRANSIT.)  
Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALAO, and

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

\*SINGAPORE ..... Pizzarello ..... MONDAY, 4th Sept., at Noon.  
\*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.

For further Particulars as to Freight Passage, &amp;c., apply to

CARLOWITZ &amp; CO., Agents.

731a]

## MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,  
SOLE AGENTS.

Hongkong, 9th December, 1898.

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UNTOUCHED BY HAND.

# MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, FECKHAM, LONDON, ENGLAND.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

Sole Agents in the East for the amalgamated, CLEMENT, HUMBER and GLADIATOR Co., Ltd., DUNLOP-TYRE'S BICYCLES—PRICE, \$160.  
A special reliable Watch made for this Climate.  
Quality A ..... \$16  
Quality B ..... \$12

10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

CARBOLINEUM-AVENARIUS  
USED FOR OVER 20 YEARS.  
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTMAN & Co.  
Hongkong, 11th September, 1896.

## THE LEADING CATERERS.

COMPARE OUR MENU, BILLIARD TABLES and LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1897.

CHS. J. GAUPP &amp; CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

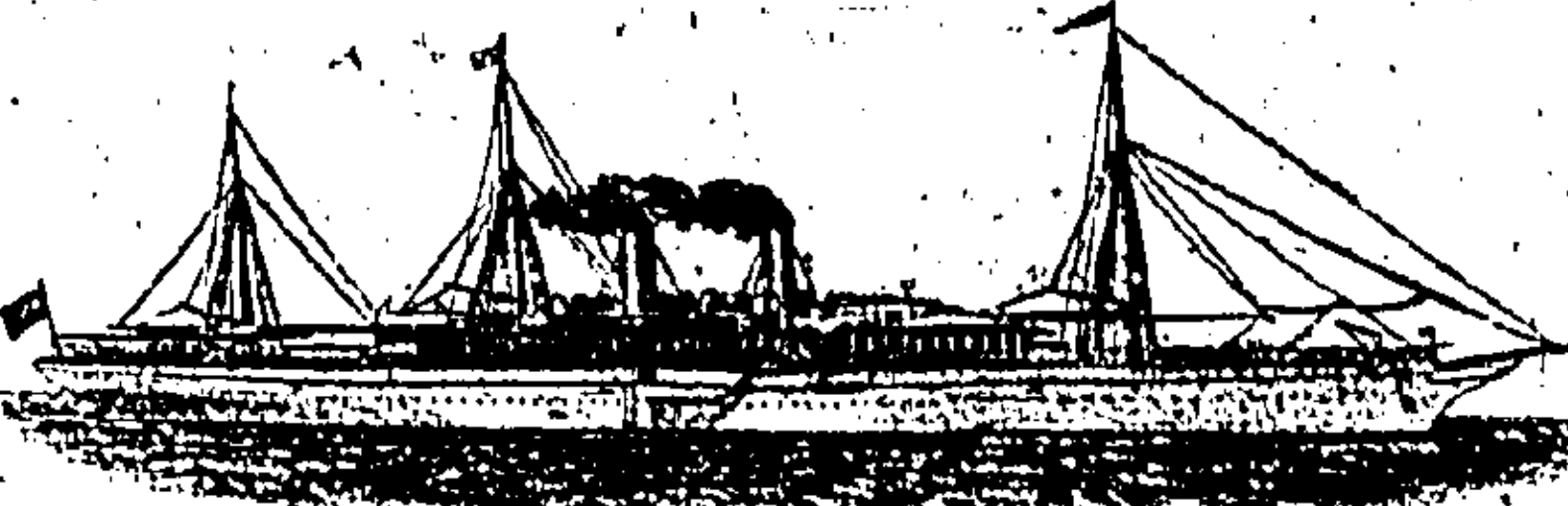
CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.  
Sole Agents for Louis Audemars' Watches, awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.  
Nos. 54 & 56, Queen's Road Central. [19]

## Mails.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

1899.



1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN, Comdr. G. D. Bowles, R.N.R., WEDNESDAY, 27th Sept., 1899.

EMPRESS OF INDIA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 25th Oct., 1899.

EMPRESS OF AUSTRIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 22nd Nov., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage OF YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for service at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddy's Street.

Hongkong, 30th August, 1899.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Sept., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th Nov., at Noon.

The Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd September, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all Trans-Atlantic lines of steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight apply to the Agency of the Company, Queen's Building.

S. VAN BUREN, Agent.

Hongkong, 29th August, 1899. [1310]

WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUI," "WUCHOW" will be despatched alternately from Messrs. DOUGLAS LAFRAIK &amp; CO'S WHARF, at 5 P.M., on MONDAYS, WEDNESDAYS, and FRIDAYS for WUCHOW, calling at KONGMOON, KAMCHUCK, SAMSHUI, SHUIHONG and TAKHING.

Both Vessels have Superior Accommodation for Saloon Passengers.

Fares, including Sleeping Berth.

HONGKONG to SAMSHUI ..... \$ 5  
HONGKONG to WUCHOW ..... \$10

Meals can be obtained on Board.

For further information, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st August, 1899. [1058a]

## Mails.

NORDDEUTSCHER  
LOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA  
LINIE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALBESIA	HAVRE and HAMBURG	19th September
Knuth	(LONDON with transshipment in HAMBURG)	September
NURNBERG	HAVRE and HAMBURG	About 27th September
V. Binner	(LONDON with transshipment in HAMBURG)	September
*SAVOIA	HAVRE and HAMBURG	About 17th October
Jager	(LONDON with transshipment in HAMBURG)	October
SUEVIA	HAVRE and HAMBURG	About 19th October
Forek	(LONDON with transshipment in HAMBURG)	October
SERBIA	HAVRE and HAMBURG	About 30th October
Ostermann	(LONDON with transshipment in HAMBURG)	October

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &amp;c., apply to

CARLOWITZ &amp; Co., Agents.

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U.S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 7th Sept., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Friday, 27th October, at Noon.

The U. S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA &amp; HONOLULU, on THURSDAY, the 7th September, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all Trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th August, 1899.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL &amp; SOUTH AMERICA, &amp;c.

Carlisle City ..... 3,002 ..... about ..... Sept. 15

Thyra ..... 3,406 ..... about ..... Sept. 30

Belgian King ..... 3,379 ..... about ..... Oct. 15

Guarantieshire ..... 2,929 ..... about ..... Nov. 15

The Steamship

"CARLISLE CITY,"

will be despatched for SAN FRANCISCO and SAN DIEGO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight and Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 31st August, 1899. [1310]

## NORDDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, CALVESTON, and SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Preussen ..... Wednesday | 13th Sept.

Sachsen ..... Wednesday | 14th Oct.

Bayern ..... Wednesday | 8th Nov.

König Albert ..... Wednesday | 13th Dec.

Prinz Heinrich ..... Wednesday | 27th Dec.

Preussen ..... Wednesday | 10th Jan.

Karlruhe ..... Wednesday | 24th Jan.

Sachsen ..... Wednesday | 7th Feb.

Hamburg ..... Wednesday | 21st Feb.

Bayern ..... Wednesday | 7th Mar.

ON WEDNESDAY, the 13th day of Sept., 1899, at 9 A.M., the Company's Steamship "PREUSSEN," Captain R. Heintze, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 11th September. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 12th September and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 12th September. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linch can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 16th August, 1899. [1043a]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th Sept., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 10th October, at Noon.

Celtic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 4th Nov., at Noon.

The Company's Steamship

"GAELIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA &amp; HONOLULU, on SATURDAY, the 16th September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all Trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, to embark at San Francisco for China or Japan (journey beyond) within one year, will be allowed a discount of 25 per cent. on the above rates.

Particulars of the various routes may be obtained upon application.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight and Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 31st August, 1899. [1310]

## Clarke's Blood Mixture

THE WORLD-FAMED BLOOD PURIFIER AND RESTORER

IS WARRANTED TO CLEAR THE BLOOD

from all impurities from whatever cause arising.

For Scalds, Scurvy, Eczema, Skin and blood diseases, Blackheads, Pimples, and so on of all kinds, it is a never-failing and permanent cure.

It cures Old Sores, Cures Blood and Skin Diseases, Cures Ulcers, Cures Glandular Swellings, Clears the Blood from all impure matter, From whatever cause arising.

It is a real specific for Gout and Rheumatic pains. It removes the cause from the Blood and Joints.

As this Mixture is pleasant to the taste, and guaranteed free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit attention to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.

Clarke's Blood Mixture is sold in Bottles of 25, 50, and 100 each, and in cases containing six of the quantity, sufficient to effect a permanent cure in the great majority of long-standing cases.—BY ALL CHEMISTS AND PATENT MEDICINE VENDORS throughout the world. Proprietors, THE LITTLE AND BIGGINS, 11, Abchurch Lane, London, E.C. 4, Trade Mark—A Roan Horse.

CLARKE'S BLOOD MIXTURE.

CAUTION.—Beware of cheap imitations. The name and address of the Proprietors are on the wrapper, and the name of the Proprietors is on the wrapper, and the name of the Proprietors is on the wrapper.

For further information, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 21st August, 1899. [1058a]







## Shipping.

## STEAMERS.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship"MAIDZURU MARU,"  
Captain T. Ogata, will be despatched for the above ports, TO-MORROW, the 3rd instant, at Daylight.For Freight or Passage, apply to  
MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 2nd September, 1899. [1090a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship"HAIMUN,"  
Captain Davis, will be despatched for the above ports, TO-MORROW, the 3rd instant, at Daylight.For Freight or Passage, apply to  
DOUGLAS LARPAIK & Co.,  
General Managers.

Hongkong, 2nd September, 1899. [1114a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).  
THE Company's Steamship"YUENSANG,"  
Captain P. H. Rolfe, R.N.R., will be despatched as above on MONDAY, the 4th September, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 31st August, 1899. [1116a]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR,"  
Captain E. Fey, will be despatched for the above ports, on TUESDAY, the 5th September, at 3 P.M.For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
Agents.

Hongkong, 30th August, 1899. [1118a]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE, YOKOHAMA AND VLADIVOSTOCK.

THE Company's Steamship

"FLINTSHIRE,"  
Dwyer, Commander, will be despatched for the above ports on or about WEDNESDAY, the 6th September, at 4 P.M.For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 30th August, 1899. [1119a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR,"  
Captain Jackson, will be despatched as above on WEDNESDAY, the 6th September.For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 31st August, 1899. [1036a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON

SUEZ CANAL.

(Taking Cargo through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &amp;c.)

THE Company's Steamship

"CHINGWO,"  
H. Harris, Commander, will be despatched as above on or about the 7th September.For Freight, &c., apply to  
HOLLIDAY, WISE & Co.,  
Agents.

Hongkong, 30th August, 1899. [975a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI,"  
Captain Campbell, will be despatched as above on or about the 11th September.For Freight, apply to  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 22nd August, 1899. [1065a]

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship

"ARGYLE,"  
will be despatched for the above port on or about the 14th September.

S.S. "JOHN SANDERSON" At Intervals S.S. "AFGHANISTAN" At 6 weeks.

For Freight, apply to  
DODWELL & CO., LIMITED,  
Agents.

Hongkong, 30th August, 1899. [941a]

SHEWAN TOMES &amp; CO'S "NEW YORK" LINE.

FOR PHILADELPHIA AND NEW YORK.

THE New Steamship

"PING SUEY,"  
Captain C. de La Perrelle, will be despatched for the above Port, on or about the 5th October.For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 28th August, 1899. [1020a]

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENVENUE,"  
Captain Potter, will be despatched as above on or about the 8th September.For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 28th August, 1899. [1066a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PYRRHUS,"  
Captain Batt, will be despatched as above on SATURDAY, the 16th September.For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 28th August, 1899. [1093a]

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW, CHEFOO & TIENSIN.  
THE Company's Steamship"NANCHANG,"  
Captain Finlayson, will be despatched as above on WEDNESDAY, the 6th instant, at 4 P.M.For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 2nd September, 1899. [1075a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through rates to South Africa, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS.)

THE Company's Steamship

"TRIESTE,"  
Captain A. Mitts, will be despatched as above on WEDNESDAY, the 6th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to  
SANDER, WIELER & Co.,  
Agents.

Hongkong, 1st September, 1899. [1118a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROBT. M. SLOMAN &amp; Co. - HAMBURG).

FOR NEW YORK VIA SUEZ CANAL.

THE Full-powered Steamship

"PISA,"  
Captain Fendt, will be despatched as above on FRIDAY, the 15th September.

The Steamer has Superior Accommodation for First and Second class Passengers and has an Average Speed of 13 knots per hour.

For Freight or Passage, apply to  
CARLOWITZ & Co.,  
Agents.

Hongkong, 30th August, 1899. [998a]

SAILING VESSEL.

FOR NEW YORK.

THE 33 A. L. American Ship

"CHALLENGER,"  
shortly expected from MANILA, will load here for the above port, and will have quick despatch.For Freight, apply to  
ARNHOLD, KARBERG & Co.,  
Agents.

Hongkong, 28th July, 1899. [1074a]

Consignees.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, HAVRE, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"TAMBA MARU,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon TO-DAY.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the Godowns where they will be examined on TUESDAY, the 5th September, and SATURDAY, the 9th September, both days at 10 A.M.

All claims must reach the undersigned before the 9th September, on which they will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 31st August, 1899. [1112a]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND SINGAPORE.

THE Steamship

"FLINTSHIRE,"  
Captain Dwyer, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 7th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 1st September, 1899. [1115a]

To be Let.

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection).

PROPERTY lately occupied by the Bowington Saw Mills.

GROUND FLOOR, 52, PEEL STREET.

OFFICES—1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS &amp; Co.)

"HARFORD" MAGAZINE GAP.

No. 4, RIFON TERRACE.

Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 28th August, 1899. [112a]

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the 1st office of the Chinese Bank).

Apply to  
Comptroller Office,  
E. C. HOCHAPPEL,  
Hongkong, 23rd March, 1899. [399a]

TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.

Apply to  
c/o of this Office.  
Hongkong, 17th May, 1899. [664a]

## Intimations.

## WANTED.

A PORTUGUESE CLERK; must be proficient in BOOK-KEEPING.

Apply  
c/o This Paper.

Hongkong, 1st September, 1899. [1087a]

## NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an EX-SCHOOLMASTER.

Terms moderate, for Particulars apply  
c/o This Office.

Hongkong, 18th August, 1899. [1048a]

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAN BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &amp;c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 14th May, 1896. [39]

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSIN, NEWCHANG and all Ports in JAPAN.

Agencies—

Miiki Coal Mines, Kanada Coal Mines, Hokoku Coal Mines, Yoshinotani Coal Mines, Onoura Coal Mines, No. 1, Ohtsugi Coal Mines, Ichihara Coal Mines, Kishima Coal Mines, Yoshio Coal Mines, Yamano Coal Mines, Manoura Coal Mines, The Osaka Shosen Kaisha, Ltd., Tokio Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Kanagatuchi Cotton Spinning Mills, Shanghai Cotton Spinning Mills, Tokio Cotton Spinning Mills, Miike Cotton Spinning Mills, Imperial Government Paper Mills, Onoda Cement Company.

MITSUI BUSSAN KAISHA, K. HASEGAWA, Manager.

Hongkong, 19th August, 1899. [14c]

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANTARY SOAP.

JAYES FLUID THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS &amp; Co., Bank Buildings.

Hongkong, 9th March, 1897. [11]

## A CURE FOR ASTHMA!!

GRIMAULT'S INDIAN CIGARETTES

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhs of the Throat, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMAULT &amp; Co., Paris, 11th by all Chemists.

## GRIMAULT'S Matico Capsules AND INJECTION

Renowned Physicians prescribe Grimault's Matico as the most active and reliable remedy in the treatment of Acute and Chronic Discharges. These Capsules, unlike Capsules, do not irritate the mucous membrane of the throat.

MATIO INJECTION is used in recent and chronic cases.

GRIMAULT &amp; Co., Paris, 11th by all Chemists.

## SIEN TING, SURGEON DENTIST.

No. 10, D'ARVILLE STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898. [43]

## DENTISTRY.

SUI SANG, (Lately Practising with Dr. L. SAKATA).

DENTIST.

No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. [18a]

## NOTICE.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours.

KELLY, British ship, John Hughes—Standard Oil Co.

## Intimations.

## NOTICE.

PRIVATE BOARD AND RESIDENCE, 166, Queen's Road East.

Mrs. HORTON.

Hongkong, 30th June, 1899. [853a]

## KUHN &amp; KOMOR,

JAPANESE FINE ART CURIOS, 21 &amp; 23, QUEEN'S ROAD, HONGKONG, and 35, WATER STREET, YOKOHAMA.

and 36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898. [42]

## YEE CHUN'S STUDIO

at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices.

Hongkong, 2nd May, 1899. [596a]

## THE MUTUAL STORES

(SUB AGENTS LIPTON LIMITED.)

25, 28 &amp; 30, POTLINGER STREET, HONGKONG.

JUST ARRIVED.

"SILVER SHIELD BRAND"

OF

AMERICAN CANNED FRUIT.

EQUAL TO ANYTHING THAT HAS EVER BEEN PUT ON THE MARKET.

Hongkong, 1st August, 1899.

## MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

I. S. now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a specialty.

Hongkong, 22nd September 1898. [45]

## Hotel.

WINDSOR HOTEL, HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELAVATOR from ENTRANCE HALL to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW.

P. BOHM, Proprietor &amp; Manager.

Hongkong, 28th April, 1899. [12]

## The Share Market.

LATEST QUOTATIONS. (September 2nd.)

Banks.

Hongkong and Shanghai Banking Corporation—355 per cent. prem.

The Bank of China &amp; Japan, Ltd.—(Preference) nominal.

The Bank of China &amp; Japan, Ltd.—(Ordinary) 21 buyers.

The Bank of China &amp; Japan, Ltd.—(Deferred)—65 buyers.

National Bank of China, Ltd.—525 buyers.

Do. —525 buyers.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—5250 buyers.

China Traders' Insurance Co., Limited—563.

North China Insurance Co., Ltd.—Tls. 200.

Yantai Insurance Assoc. Ltd.—5177 buyers.

Canton Insurance Office, Ltd.—5150 buyers.

Straits Insurance Co., Ltd.—561.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—5315.

China Fire Ins. Co., Ltd.—5881.

Shipping.

Hongkong, Canton &amp; Macao Steamboat Co., Limited—532.

Indo-China Steam Navigation Company, Ltd.—5674 buyers.

China and Manila S.S. Co., Ltd.—591.

Douglas Steamship Co., Ltd.—553.

China Mutual S. N. Co., Ltd.—(Preference)—5930 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—5530 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—5530 buyers.

Star Ferry Co., Ltd.—5174.

Kohlers.

China Sugar Refining Co., Ltd.—5150.

Luzon Sugar Refining Co., Ltd.—594.

Mining.

Punjom Mining Co., Ltd.—59.

Do. —Preference Shares—52.

Societe Francaise des Charbonnages du Tonkin—545.

Queen Mines Limited—5050.

Jelebu Mining and Trading Co., Ltd.—514.

Raub A'lan Gold Mining Co., Ltd.—563.